

goods from the company store to different places around town and he would walk," Scott Henry explained. "He got tired of walking so he decided to get a truck and he nailed a flat platform in the back of his truck and saw he could give miners a ride while he was delivering his goods."

According to Martz Group, the vehicle he designed, was "rustic" by today's standards, but was heralded "a chariot" particularly by mining families in Wyoming Valley area at that time.

In 1912, Frank Martz Sr., incorporated the White Transit Company and added four coaches. For a nickel, an individual could ride the coach to get from 'Point A' to 'Point B.' White Transit Company provided public transportation for Wilkes-Barre area until Luzerne County Transportation Authority took over the service, Scott Henry noted.

Over the years, Martz coach service was expanded throughout Pennsylvania, New York, New Jersey, Ohio and Illinois.

Also, in 1926, a four- and six-passenger airplane service was started by Frank Martz Sr. to shuttle corporate clients to and from Wilkes-Barre, Newark, Buffalo and Cleveland. This service ended in 1933.

Frank Martz Coach Co. was incorporated in 1927 and this led to more buses being added and intracity routes. With this, an individual could hop on a bus and travel to New York City, Philadelphia, and upstate New York.

According to Martz Group, the company was the first to feature an on-board host or hostess. Frank Martz Sr. also is considered a pioneer in express service, according to Martz Group. He implemented the service to appease prospective clients who were disappointed by frequent bus stops.

In 1936, National Trailways Bus System was established which consisted of a group of independent carriers providing transportation and ticketing coordination to help companies compete against Greyhound. According to Martz Group, Martz is the sole original member of the organization of 26 carriers.

During the Depression of 1930s, Martz scaled back coach services. Frank Martz Sr. introduced "club coaches" to clients to help stay the business. Club coaches offered amenities such as overstuffed chairs, writing desks, radios, a host or hostess and air conditioning.

At the time of his death in 1936, Frank Martz Sr. was operating a transportation company that extended along the Northeast coast and featured 150 coaches.

His son, Frank Martz Jr. then took over the company, rebuilding Martz after the Depression.

After Frank Martz Jr. died in a helicopter accident in 1964, Frank Henry took over the Martz reins. He serves as president and CEO of Martz Group; Scott Henry is president of Martz Trailways.

The company was renamed "Martz Group" and has facilities and services concentrated on the East Coast, from Wilkes-Barre, including Martz Towers on Public Square, to New York and Florida.

Businesses operating under the Martz Group banner are Martz Trailways, Wilkes-Barre; Martz Lines/Gray Line, Philadelphia; Martz Travel, Wilkes-Barre; Tourtime, Virginia; Gold Line/Gray Line, Washington, D.C.; Franklin Motorcoach, Virginia; National Coach Works, Virginia; First Class Coach Co. and Gulf Coast/Gray Line, both of Florida.

"Basically, we'll do whatever anybody wants to enjoy themselves in the transportation end of it," Scott Henry said.

He noted excursions offered by Martz include Penn State football games, fall foliage tours, Belmont Stakes and Preakness,

amusement parks including Great Adventure, New Jersey, and Hershey Park, and NASCAR events. Martz also transported passengers to Olympic events held in Atlanta, GA and Montreal, Canada, according to Scott Henry.

Charters can be arranged for up to 53 people. For those who desire to travel in the lap of luxury, Martz offers its "Executive" line buses. The vehicles are equipped with a lounge, card tables, sofas, microwaves and coffee makers, televisions and seat up to 24 people, according to Scott Henry. A host or hostess is also included in Executive packages.

"I view our business as we are in the entertainment business," Scott Henry suggested. "We will take people so they could go and have a good time."

"If you say you want to go to Pittsburgh, we will get you tickets for the football game, baseball game. . . . You tell us how many people you have, an idea of what you want to do and we'll find something for you," he continued.

According to Scott Henry, the business is constantly growing and adding new coaches, services and upgrading equipment to transport clients to almost any point in the world.

Notably upgrades in equipment have helped grow its customer base, Scott Henry noted.

For example, in the 1950s, Martz was the second company nationwide to implement two-way radios in its coaches. This allowed for speed of service in weather bulletins and assisted communication among passengers.

And it was one of the first to provide television to clients.

"We were the first in the area and one of the first in the country to do it and now it's standard where we buy equipment with televisions on it," Scott Henry said of the founder's foresight.

The company's commitment to service was noted early in the business's history, Scott Henry added, explaining that Frank Martz Sr. would situate a block of ice near a ventilation system as a primitive air-conditioning system for coaches.

A recent upgrade, Martz features four handicap accessible coaches, one of which is permanently sited in Wilkes-Barre, Scott Henry said.

And Martz buses can be seen rolling down almost any highway and bi-way today as a testament of its success.

"In Wilkes-Barre alone, for the month of May, we had 73,000 passengers," Scott Henry said of just one of its daily line services from Wilkes-Barre to New York City. "That's 2,500 people a day."

More recently, Martz is offering "I Ride Trolley" services in Disneyworld, Florida, and bi-lingual tours in Washington, D.C. Charters feature head sets for all passengers in up to five different languages, Scott Henry explained.

As far as look to the horizon, Scott Henry noted the company will remain committed to its longstanding motto of "Safe, courteous service" which has been the case since Frank Martz Sr. began the business 90 years ago.

According to Scott Henry, Martz, for now, plans to build up its holdings.

"We plan to continue to concentrate on the Eastern region," Scott Henry stated.

The company's main competition is from airlines, rental cars and also people who choose to travel with their own wheels.

To that end, Martz seeks to safeguard and improve on its niche in the comfort zone and move closer to becoming a one-stop service.

He explained persons chartering trips to New York City can obtain event tickets, arrange for an early night dinner before catch-

ing the latest theatrical production and taking in a few city sights and maybe catch a flick on the way home.

HONORING MIDDLE SCHOOL 141

HON. ELIOT L. ENGEL

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 25, 1998

Mr. ENGEL. Mr. Speaker, Middle School 141 is celebrating its 40th anniversary of teaching the young people of Bronx County. In that time thousands of students have learned in a benign, education friendly environment, taught by caring teachers and principals. From the beginning the school administration insisted on the involvement of parents and it is most likely this which gave the school its ability to reach its students.

The education of our children is perhaps society's most important function. Middle School 141 has fulfilled this obligation for these 40 years.

MS141 opened with 600 students, in grades five through eight and two kindergarten classes. Today the school's enrollment is 1,500. Our future is written in their faces. I proudly congratulate the graduates, students and faculty for their glorious contribution to our society.

INTRODUCTION OF THE RETIREMENT ACCOUNTABILITY SECURITY PORTABILITY ACT OF 1998

HON. RICHARD E. NEAL

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 25, 1998

Mr. NEAL of Massachusetts. Mr. Speaker, today Congressman GEJDENSON and I are introducing comprehensive pension legislation which focuses on the four major themes of accessibility, security, portability, and equity for women. Almost 51 million American workers have no pension coverage. In my state of Massachusetts, only 29 percent of employers with fewer than 100 employees sponsor pension plans. Small businesses with fewer than 100 employees make up approximately 36 percent of the workforce in Massachusetts.

The Retirement Accountability Security Portability Act of 1998 will make it easier for employers to offer pensions and for employees to keep their pensions when they change jobs. Now is the time for us to focus on pensions. We are beginning to face what has been commonly referred to as the "graying of America." Within thirty years, one out of every five Americans will be over age sixty-five. In thirteen years, the baby boomers will begin turning sixty-five. The baby boomer generation consists of 76 million members and will result in the Social Security beneficiaries doubling by the year 2040.

Pensions are an integral part of retirement. Retirement can be compared to a three-legged stool and the legs of the stool are savings, pensions and Social Security. Forty percent of retirement income comes from Social Security, nineteen percent comes from pensions, and the remaining comes from private savings. Last year, we enacted the Taxpayer